US Department of Transportation Federal Aviation Administration

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No.2120-0020 11/30/2007

For FAA Use Only

Office Identification

NSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions
and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in civil penalty not to exceed \$1,000
or each such violation (Section 901 Federal Aviation Act of 1958).

for	each suc	h violation (Sec	ction 9	901 Federal Aviation	Act	f 195	8).	. anune IU	report can result li	rown bena	KY HOLIO EXCE	љец ф1,000		
		Make Gulfstr	ream		- , , , ,			Model 69	90D					
1. Ai	rcraft	Serial No.	018					Nationalit N611	ty and Registration	Mark				
2. O	wner			on registration certif partment of Interior	īcate)	Address (As shown on registration certificate) Office of Aircraft Services 300 E. Mallard Dr. STE. 200								
	3. For FAA Use Only													
		l				4. U	nit Identificati	on			5. Type			
	Unit		Ma	ke			Model		Serial N	0.	Repair	Alteration		
AIRFF	AME			(/	As des	cribe	d in Item 1 abo	/e) ———			×			
POWE	ERPLANT											Annu		
PROP	ELLER					•								
APPL	IANCE	Type Manufacturer												
					6	,	formity State	nent						
		ame and Addre	SS			B. F	(ind of Agency	Machania		C. Certifi	cate No.			
7920 E	. Greenwa lale Az. 85	y Rd.				U.S. Certificated Mechanic Foreign Certificated Mechanic X Certificated Repair Station					E27R1730			
D.	I certify th	at the repair and/o	or alter	ation made to the unit(s) identii	fied in	Manufacturer item 4 above and	described o	n the reverse or attac	hments here	to have been m	ade in		
accor	dance with	the requirements	of Pa	t 43 of the U.S. Federal	Aviatio	n Reg	ulations and that th	e informatio	on furnished herin is tru	e and correc	t to the best of r	ny knowledge.		
Date		09/11/0				Sigr	nature of Autho	ized Indiv	idual N Clixitiw	, ,	FRHAYE			
Due	auant to th	o outhority six					I for Return To				The seaf have the se			
	ninistrator	of the Federal		rsons specified bel- ion Administration a			APPROVED	R	EÚECTED	, 	ibed by the			
BY -	FAA Inspe	Fit. Standards ector		Manufacturer		Insp	ection Authoriza	ation	Other (Specify	<i>(</i>)				
		Designee	×	Repair Station		Pers Can	son Approved b ada Airworthine	y Transpo ess Group	ort					
Date of Approval or Rejection 09/11/06 Certificate or Designation No. E27R1730							nature of Author	ized lodivi	idual Josefiu i	4 A. I	Work HAY	(
FAA	Form 3	7 (12 00)		<u> </u>	Flan	tronic V	ersion (Adobe)		\ \	1 1 11	A AG HO	*		

8. Description of Work Accomplished (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)
N611 Gulfstream Twin Commander 690D AFTT:10207.3 09/11/06 Repaired Center Floor Beam Web P/N: 310903-3, IAW GTEC 8110-3 DWG 06-3951. No signifigant change to weight and balance.
☐ Additional Sheets Are Attached

	S. DEPARTMENT OF TRA FEDERAL AVIATION ADA LIANCE WITH THE I	MINISTRATION	1	EGIII AT	IONE	DATE	PTFM	BER 2006				
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MAKE	MODEL NO.		ne, Radio, Helicop		NAME OF	APPLIC	ANT					
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		LIST OF	DATA		ZAOGGG		OIC MIGI	The figure				
IDENTIFICATION			T	TLE								
MATERIAL DISCREPANCY NO.	ASSY / INSTL NO).	MOD	EL NO.	SERIAL	ERIAL NO. APPROVAL DATE						
EAM0001-3951 Item #1 (1 page)	310903-3		6900	•	15018 (ONLY	11SE	P2006				
DRAWING NO.	DRAWING TITLE			REV. N	O	4ODEL	NO.	SERIAL NO.				
06-3951 GTEC, INC. (1 sheet)	DRAWING TITLE REV. NO. MODEL NO. SERIAL 690D 15018 MODEL 690D, S/N 15018 11SEP2006											
PURPOSE OF DATA	Notes: 1) The structural application of the structural applicatio	rovals may of United S	be required f tates registry	or other a								
In support of a major repa The approval is design da	ta approval only and	ander mode is not instal	el 690D, S/N lation approv	15018. al.			····					
CAR 3.171 CAR 3.2 CAR 3.172 CAR 3.2 CAR 3.173 CAR 3.2	APPLICABLE REQUIREMENTS (List specific sections) CAR 3.171											
under Part 183 of the Federal Av						ALC GITE 1	acivi	have been				
examined in accordance with est						Federal	Aviation					
I (SME) Therefore Re	commend approval of these opprove these data			•				_				
SIGNATURE(S) OF DESIGNATED	ENGINEERING REPRESE	NTATIVE(S)	DESIGNATION	NUMBER	(S)	CLA	SSIFICA	TION(S)				
Fred Dath			DERT-71	0098-SW	STRUCT Ref. FAA	URAL Order 8110	.37C					
Fred P. Gatz					Chart A A1, A2, A H8, A9, K	.3, A4, K4, L (9, L9, M9, 1	.4, M4 , N4, N9, O9, I10	elegated Functions O4, A5, M6, N6, O6, A7, Note 2A, J10 Note 3A,				
					L13, M11	, rain 23, 20	AISEP-I	Repairs & Alterations				

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GIRC NO.

MATERIAL DISCREPANCY NO. EAMOOO1-3951

MATERIAL DISCREPANCY FORM

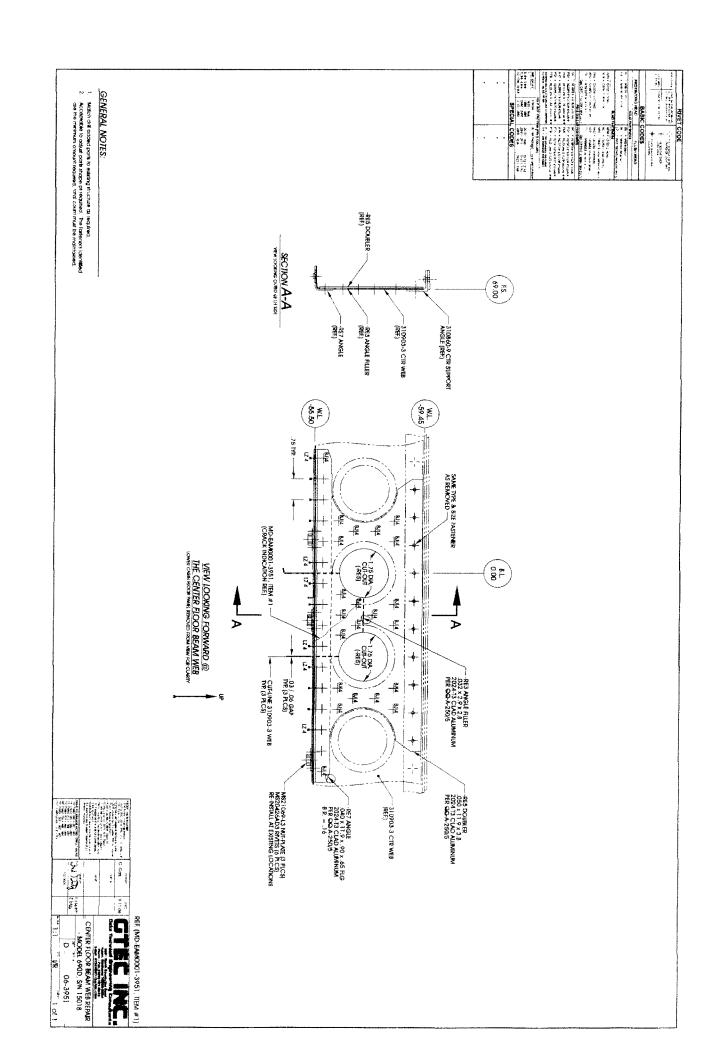
1-3951 ASSY / INSTL NO. 310903-3	AIRCRAFT S/N 15018	AIRCRAFT MODEL 690D
3-3	(N611)	
PHONE: / FAX:	CONTACT NAME Rob Louviaux	FACILITY NAME Executive Aircraft Mainte
(866)-991-0905 / (480)-991-3067	Rob Louviaux	Executive Aircraft Maintenance

											V			(REF	3109									Z C	MEM	
VIEW LOOKING FORWARD & DOWN © THE CENTER FLOOR WEB	B.L. 0.00)					310903-3 CTR WEB MD-EAN0001-3951. ITEM #1		part.	continues through the lower return flange of the	bead downward at the 5:00 o'clock position and	The crack extends from the right hand side of the	web at the center lightening hole bead flange bead.	sustained a large crack extending from the parts	The center cabin floor beam 310903-3 web has		DESCRIPTION	DISCREPANCY
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	3														TEM#1								6-5-06	DATE	SUBMITTED	
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											MIN THE CAPIT CICA.	and mid cabin area	step between the raised floors of the forward	web. This web also serves as a kick plate or	impact load imposed on the aft side of the parts	This damage appears to be the result from an	ENGINEERING NOTE:		Dated 11-SEP-2006.	- MODEL 690D, S/N 15018", Rev. I/R,	No. 06-3951 "CENTER FLOOR WEB REPAIR	Repair in accordance with GTEC, INC. Drawing	1) REPAIR PROCEDURE:		DESCRIPTION	DISPOSITION AND / OR FIX
	L																					Gatz	Fred	SIGN	ENGINEER	Ξ×
												-										2006	11 SEP	DATE	VEER	
																								NAME	MECH.	
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File No: 06-3951-MD

MD-EAM0001-3951 Paçr 1 of 1

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US Department of Transportation
Federal Aviation

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved
OMB No. 2120-0020

For FAA Use Only

Office Identification

and dispo	sition of this form. T uch violation (Section	This r	report is required	by la	aw (4	19 l	J.S.C. 1421). Failure to	report can result in	civil penal	Ity not to exce	ed \$1,000			
	Make Twin Co	mma	ander		.,,,,,,,,,,,		Model 69	90D						
1. Aircraft	Serial No.	8					Nationalit N611							
	Name (As show	vn or	n registration certi	ficate)	Address (As shown on registration certificate)								
2. Owner	United States	Depa	artment of Interior			Office Of Aircraft Services 300 E Mallard DR Suite 200 Boise Idaho 83706-3991								
					3.	Fo	r FAA Use Only							
					4.	Un	it Identification			5. Type				
Unit		Mal	ke				Model	Serial N	D.	Repair	Alteration			
AIRFRAME				(As de	escrib	oed	in Item 1 above)———				×			
POWERPLAI	NT .													
PROPELLER														
APPLIANCE	Type Manufacturer			•										
					2.2									
A Agonovia	s Name and Addres						ormity Statement and of Agency		C Certi	ficate No				
							U.S. Certificated Mechanic		C. Certificate No.					
Executive Air 7920 E. Greet	craft Maintenance nway Road				-	7	Foreign Certificated Mecha		-					
Scottsdale AZ					\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	ĸ	Certificated Repair Station		1	E27R1730				
					ļ		Manufacturer		1					
D. Loertify	that the repair and/or	r alter	ation made to the uni	t(s) ide	ntified	in i	tem 4 above and described	on the reverse or attac	hments her	eto have been m	ade in			
							lations and that the informati							
Date	11-04-20	١٥٤			S	ign	ature of Authorized Indiv	vidual						
	11-04-20	103			ŀ	_	/med (
				7. A	pprov	vaļ	for Return To Service	9						
Pursuant de Administra	to the authority give ator of the Federal	n pe Aviat	ersons specified b tion Administration	elow,	the ur	nit i	identified in item 4 was i		nner preso	cribed by the				
	AA Flt. Standards aspector		Manufacturer		In	nsp	ection Authorization	Other (Specif	<i>(</i>)	- ·				
F	AA Designee	×	Repair Station		С	ana	on Approved by Transp ada Airworthiness Grou	р						
	proval or Rejection 11-04-05		Certificate or Designation No.		S	ign	ature of Authorized Indi	yidual)						
	11-04-03		E27R1730)	L		1187	11	-					

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.) N611 Twin Commander 690D S/N 15018 AFTT:9903.4 Removed Radar Altimeter, Installed Blanking, Capped and Stowed Canon Plug. Change to weight and balance is negligible. Continued Airworthiness to be maintained IAW Twin Commander Maintenance Manual P/N M690004-2 As revised.	
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	ı
Additional Sheets Are Attached	

U.S Department of Transportation Federal Aviation Administration

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020

For FAA Use Only

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INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions

and disposit	ion of this form. This th violation (Section	s repo	ort is required t	y law (49	U.S.C						
	Make						Model				
1. Aircraft	Guitstre	eam	1 Comm	nande	<u>r </u>		6	390D			
	Serial No. 15018							ity and Registration 1611	n Mark		
	Name (As shown	on re	egistration cert	ificate)					istration certificate)		
2. Owner	IISDe	nar	tment of	tha li	ntar	ior			Robinson R	oad	
		<u> </u>						Boise, ID 8	33705		
	n/data identified ne s requirements and					B. For FAA Use C	niy				
	ircraft subject to con FAR 43, section 43	1.7. [[oldsel	and							
DATE /_2-	15-2004 FAA	NSP	FCTOR-SW.	ESDO, O		I. Unit Identificat	ion			5. Type	
Unit	Ma	ke				Model		Ser	ial No.	Repair	Alteration
AIRFRAME	=(As describ					bed in item 1 a	bove)~~		, hunumunum		XX
POWERPLANT											
PROPELLER											
	Туре										
APPLIANCE	Manufacturer										
	<u> </u>				6.	. Conformity Star	ement				
A. Agency's Na	me and Address				B. K	Cind of Agency C. Certificate					
The Serv	/iCenter, In	C.				U.S. Certified Mechanic			VECD2470		
	50th St.					Foreign Certified Mechanic			V5SR2170		
Oklahom	a City, OK	73	132-970	2	⊠	Certified Repair Station			_		
						Manufacturer			1		
have bee	at the repair and/or a n made in accordand true and correct to th	e with	h the requirem	ents of Pa							
Date						Signature of Auth	orized In	dividual			
12-1	12-15-2004					Dean Ashle	y ()	de	WI		
						proval for Return					
	e authority given per of the Federal Aviati		,			F	Inspected EJECTED	in the manner pre	escribed by the		
1 1	AA Fit Standards spector	rds Manufacturer				Inspection Author	rization		Other (Specify)		
F	AA Designee	Х	Repair Statio	n		Person Approved Canada Airworth					
Date of Approva		Desi	ificate or ignation No. V5SR217	′O		Signature of Auth Anthony Bre		dividual	my Beer	wu	
V331\2170					<u> </u>		<u>///</u>	1 100	-		

8. Description of Work Accomplished (If more space is required, attach additional sheets. Identi	ify with aircraft nationality	and registration ma	ark and date work completed.)
Gulfstream Commander Model 690D	s/n -15018	N611	December 15, 2004
Removed the existing Garmin GNS 530 N Sent unit back to Garmin factory for upda reinstalled in the aircraft at the same loca p/n - 190-00181-02, Rev. K, dated 11-200 SC013-053-090 dated 12-15-2004 for de	ate to GNS 530 wation using the fo 04. See The Se stails of the chan	vith TAWS. R llowing Garmi viCenter, Inc ges made	Received unit back and in Installation Manual, Wiring Diagram,#
NOTE: p/n - 011-00940-01, s/n - 784011 The new updated GNS 530 unit meets the	195.		李克斯特斯德 主兵 辩解人 化铁矿化 打技工
now been updated to the latest software	and aligned to o	otimum/perfor	mance: Language (1971)
Removed the existing Flight Manual Sup Supplement, dated <u>12-15-200</u> 4	was inserte	d in the Pilots	Operating Handbook.
A new Pilots Operating Guide Addendum the owner/operator. The weight change bequipment List was updated to reflect the	n, Garmin p/n - 19 was determined e above change.	90-00140-13, to be negligib	Rev. B, was given to le. The Aircraft
Unit was ground operational checked per operations normal.			
Instructions for Continued Airworthiness, Installation Manual, this document was g	see Appendix A liven to the owne	, pages A1 - / r/operator.	A3, of the Garmin
	*** END ***		
	1		
į	Additional Sheets Are Attached		

U.S Department of Transportation Federal Aviation Administration

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Appr	roved
OMB No.	2120-0020

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for e	each suc	h violation (Section	901 F	ederal Aviatio	n Act 195	8)	5. 1421). Fallure (о героп с	an result in a civii p	enalty not to exceed	\$1,000		
		Make		_				Model					
1. Aircr	aft	Gultstr	Gulfstream Commander					(690D				
		Serial No. 15018						Nationality and Registration Mark N611					
2 0		Name (As show		-				1	(As shown on regi	,		-	
2. Own	er		•	tment of						ard Dr. Su	iite 200		
/1-	. 14			Aircraft S					Boise, ID 8	3706-3991		• • • • • • • • • • • • • • • • • • • •	
		n/data identified he requirements and					3. For FAA Use (Only					
		rcraft subject to co											
autho	orized in	FAR 43, section 4:	3.7.	. 17	í								
4	- an	1-200 E 544	al	below	<u> </u>	-							
- UAI		- CO-72 - CAA	NSP	ECTOR 6W-	rsbo, o		4. Unit Identificat	ion			5. Type		
Ur	nit	М	ake				Model		Seri	al No.	Repair	Alteration	
AIRFRA	ME	~~~~~~~(As descri					bed in item 1 a	bove)~-	ويندونها ويدونها ويدونها ويدونها ويدونها ويدونها ويدونها	~~~		XX	
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A. Agen	cv's Nai	ne and Address			 	T	. Conformity Star and of Agency	tement		C. Certificate No.			
		enter, Inc.					U.S. Certified Mechanic						
7301 1	NW 5	0 th St.				一	Foreign Certified Mechanic			V5SR217O			
Betha	ny, Ol	klahoma 730	800			Ø	Certified Repair Station			•			
							Manufacturer			•			
ha	ave beer	at the repair and/or a n made in accordangue rue and correct to the	ce with	h the requirem	ents of Pa	dentifie irt 43 d	ed in item 4 above of the U.S. Federal	and desc Aviation	ribed on the reverse Regulations and the	e or attachments he at the information fu	reto mished		
Date							Signature of Auth	orized Inc				-	
04-12-2004							Anthony Br	ewer	Auth	ony	deve	_	
							proval for Return						
		e authority given per of the Federal Aviati						inspected EJECTED	I in the manner pres	scribed by the			
BY -	1	A Fit Standards pector		Manufacturer			Inspection Author	ization	0	ther <i>(Specify)</i>			
	FA	A Designee	Х	Repair Statio	n		Person Approved Canada Airworthi	ness Gro	up				
		or Rejection		ificate or gnation No.			Signature of Auth	orized Inc		> /.			
04-12-2004 Designation No. V5SR217O					Ken Baker	Re	215	Alen					

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Gulfstream Commander Model 690D

s/n -15018

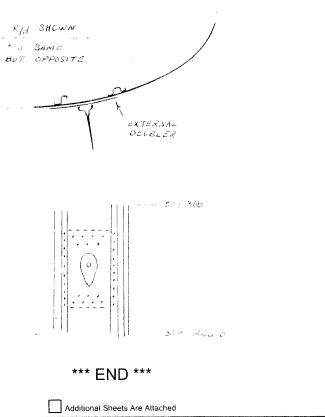
N611

April 12, 2004

Installed the provisions for a VHF-FM radio by installing two Comant antennas on the bottom of the aft fuselage, seven inches left & right of centerline of the aircraft, between F/Sta. 308.0 and 326.0, using an external doubler made from .050", 2024-T3 Alclad aluminum. The antenna part number is C1292-3, (TSO C37c, C38c and DO160B). Picked up existing rivets through stringers and added rivets per the diagram below. This doubler installation is similar to Figure 3.6 & paragraph 39 of Chapter 3 in AC 43.13-2A. Both antennas were mounted & sealed to the doubler per the antenna manufacturer's instructions.

Routed the antenna coax cables through the aft pressure bulkhead in an existing factory installed wire bundle. Routed the cables along an existing wire bundle to the cockpit center pedestal. Installed a 24 volt, 10 amp circuit breaker in the cockpit circuit breaker panel and routed the 14 gage wire to a cannon plug at the center pedestal area where an FM radio will be installed at a later date.

Revised the Aircraft Weight & Balance Sheet, placed a copy in the Pilots Operating Handbook. The Aircraft Equipment List was updated to reflect the above changes.



U.S Department of Transportation Federal Aviation

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form A	۱ppr	oved	1
OMB	No.	2120	0-0020

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Office Identification

Administration

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act 1958)

for ea	nch suct	violation (Section 9	901 Fed	leral Aviation	Act 1958)			Tagain.			\$1,000		
4 Al=a	F#	Make Gulfstre	am	Comm	ander			Model 6	90D				
1. Aircraí		Serial No. 15018						Nationality and Registration Mark N611					
2. Owne	r	Name (As shown	on reg	istration certi	ficate)				(As shown on regist 2350 West R		cad		
		U S De	parti	ment of	the In				Boise, ID 83	3705			
						3.	. For FAA Use	Only			•		
						4.	. Unit Identifica	ation			5. Type		
Un	it	Ма	ake				Model		Seria	ıl No.	Repair	Alteration	
AIRFRA	ME	~~~~~~~(As describ					ned in item 1	above)~~		, ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	XX		
POWERI	PLANT												
PROPEI	LLER												
APPLIA	NCF	Туре											
		Manufacturer											
							. Conformity Statement C. Certifica						
		me and Address Center, Inc.				B. K	U.S. Certified Mechanic						
		50th St.				H	Foreign Certified Mechanic				2170		
		odin 3t. Oklahoma 730	308			×	Certified Repai						
	. ,						Manufacturer		-		<u>.,</u>		
l h	ave bee	nat the repair and/or en made in accordan true and correct to t	nce with	n the requirem	nents of Pa	dentific art 43 c	ed in item 4 abov	ve and des ral Aviation	cribed on the revers n Regulations and th	e or attachments he at the information for	ereto umished		
Date 06-1							Signature of A		ndividual Muthe	oron B	Frew	4	
<u> </u>						7 -	Anthony E			7			
Purst	uant to t	he authority given per	ersons	specified belo	ow, the uni	it ident			ed in the manner pre	scribed by the			
	F	FAA Fit Standards		Manufacture		Ī	Inspection Aut	thorization		Other (Specify)			
BY	\vdash	AA Designee	X	Repair Stati	on		Person Approv	orthiness Gr	roup				
ļ	Approv 9-20	al or Rejection	Des	tificate or ignation No.	70		Signature of A Anthony E		Individual	long &	Tewe	ì	

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

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Gulfstream Commander Model 690D

s/n -15018

N611

June 19, 2003

Complied with Twin Commander Custom Kit 175, entitled "Lower Rib Replacement - Vertical Stabilizer", dated May 20, 2003.

The new lower rib was installed per the kit instructions except for the following deviation: installed a .100" thick x 3.5" long aluminum shim between each corner clip and the outer rib angle, in accordance with GTEC Inc., Report No. SS10-3254, entitled "Proposed Alternate Method of Compliance to SB 218 Structural Substantiation", Rev. I/R dated 6-16-03, as approved by FAA Form 8110-3, dated 6-16-03 and Drawing Number 03-3254, entitled, "Lower Rib Replacement Vert. Stab. 690D, s/n 15018", dated 6-16-03.

NOTE: This installation is FAA Approved as an Alternate Method of Compliance with Airworthiness Directive 95-13-02, per Twin Commander Service Bulletin 218. See attached letter from FAA dated 6-19-03.

No change in Weight & Balance.

*** END ***

U	S. DEPARTMENT OF TRA					DATE	
STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS 16 JUNE 2003							
NAALCE	T	T	OMPONENT ID		1		
MAKE	MODEL NO.		ne, Radio. Helicop	iter, etc.)	NAME C	PF APPLICANT	
Twin Commander	690D	Airplane	·	······	The Se	ervicenter, Inc.	-
IDENTIFICATION		LIST O		ITLE			
MATERIAL DISCREPANCY NO.	ASSY / INSTL NO		IODEL NO	CEDIAI	NO	ADDDOVAL	ATE
SC0001, Item #1 & 2	410008-519 / 410		90D	SERIAL 15018		APPROVAL D	····
(3 pages)	410000-3197410	075-1 0	900	13016	ONLT	16JUNE2003	
REPORT NO.	REPORT TITLE			REV. N	0	MODEL NO.	SERIAL NO.
SS10-3254 GTEC, INC. (19 pages)	PROPOSED ALTE COMPLIANCE TO STRUCTURAL SU	SB 218		I/R 16JUN	E2003	690D	15018 ONLY
DRAWING NO.	DRAWING TITLE			REV. N	Ο.	MODEL NO.	SERIAL NO.
03-3254 GTEC, INC. (1 sheet)	LOWER RIB REP VERT. STAB 69			I/R 16JUN	E2003	690D	15018 ONLY
PURPOSE OF DATA	structura applicab 2) The stru 3) The insp	al intent of Talle FAA Reg ctural aspe pection of the	CAC SB 218	3. As (AE val for this is data an n is not be	D) Advis s propos re appro eing app	ved herein.	
To Submit Data to the File	in Support of a Prop	osed Altorn	rata Mathad	of Compli	ianaa		
		OSEU AILEIT	ate Method (- Compi	ance.		
APPLICABLE REQUIREMENTS (List specific sections) CAM 3.171							
CERTIFICATION - Under authority vested by direction of the Administrator and in accordance with conditions and limitations of appointment							
under Part 183 of the Federal Aviation Regulations, data listed above and on attached sheets numberedhave been							
examined in accordance with established procedures and found to comply with applicable requirements of the Federal Aviation Regulations.							
I () Therefore Recommend approval of these data Approve these data							
SIGNATURE(S) OF DESIGNATED	ENGINEERING REPRESI	ENTATIVE(S)	DESIGNATIO	N NUMBER	(S)	CLASSIFIC	ATION(S)
The but)		DERT-71	0098-SW	/ STRU Ref. F.	CTURAL AA Order 8110,37C	
Fred P. Gatz)				H8, A9		

		;



U.S. Department of Transportation Federal Aviation Administration

Transport Airplane Directorate Aircraft Certification Service

1801 Lind Avenue S.W. Renton, Washington 98055-4056

June 19, 2003

In Reply Refer To: 190S-03-454

Mr. Fred Gatz GTEC, Inc. 9601 North Countyline Road Yukon, OK. 73099

Dear Mr. Gatz:

The Federal Aviation Administration (FAA) has received your letter, file Nos. 3254FAA, dated June 16, 2003, requesting an alternative method of compliance to Airworthiness Directive (AD) 95-13-02, applicable to Twin Commander Model 690D airplane, Serial Number 15018. This AD mandates the inspections and modifications per Twin Commander Service Bulletin (SB) 218.

You are requesting that replacement of the original vertical stabilizer lower rib with a new lower rib in accordance with Twin Commander Custom Kit (CK) 175 and modified per GTEC Drawing No. 03-3254 is considered as an alternative method of compliance to Airworthiness Directive (AD) 95-13-02. In addition, you request that replacing the rib in accordance with CK 175 and modified per GTEC Drawing No. 03-3254 be terminating action for the inspections of the lower rib as required by paragraph 7(b) of Service Bulletin (SB) 218.

You are requesting approval of repairs as described in GTEC Inc. Report SS10-3254, Revision I/R, dated 16 June 2003. This report also structurally substantiates the repairs. This repair is installed in accordance with this report and GTEC drawing No.03-3254, Revision I/R, dated June 16, 2003.

The FAA approves the repair defined in your letter, file No. 3254FAA, dated June 16, 2003 and GTEC drawing No. 03-3254, Revision I/R, dated June 16, 2003 as alternative method of compliance to the following specific provisions of AD 95-13-02:

a. Replacement of damaged or cracked vertical stabilizer lower rib with new parts as required by paragraph (c) of AD 95-13-02,

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FAA SEATTLE ACO

b. Replacement of the vertical stabilizer lower rib in accordance with CK 175 and modified per GTEC Drawing No. 03-3254 is terminating action for the repetitive inspections of the lower rib required by paragraph (d)(1) of AD 95-13-02.

All other provisions of the AD regarding required modifications and inspections of parts other than the vertical stabilizer lower rib remain unchanged.

This approval is limited to the airplane specified above and may be transferred with the airplane upon sale to another operator.

Sincerely,

A. J. Pasion

Manager, Special Certification Branch Seattle Aircraft Certification Office

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U.S Department of Transportation Federal Aviation Administration

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Appr	roved
OMB No.	2120-0020

For FAA Use Only

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act 1958)

for ea	ach such	n violation (Section 90	01 Fe	deral Aviation	Act 1958))								
		Make	-					Model						
1. Aircra	ft	Gulfstream Commander						690D						
		Serial No. 15018						Nationality and Registration Mark N611						
		Name (As shown	on reg	gistration certi.	ficate)				(As shown on regist					
2. Owne	er .	II C Da	~~~	mont of	tha In	stori	or	1	2350 West F		oad			
		U S Dep	Jan —	OI	uie II			<u></u>	Boise, ID 8	3/05				
						3	. For FAA Use C	Only						
						4	I. Unit identificat	tion			5. Type			
Un	it	Mal	ke				Model		Seria	ıl No.	Repair	Alteration		
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AIRFRA	ME	~~~~	.~~~		(As d€	escrit	bed in item 1 a	ibove)~~		~~~~		XX		
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		me and Address				+	ind of Agency C. Certificate				∋ No.			
		Center, Inc.					U.S. Certified Mechanic			V5SR217O				
		50th St.	ne				Foreign Certified Mechanic			-				
Betha	iny, C	Oklahoma 730	Uğ			⊠ ⊠	Certified Repair Station							
		- 43				10	Manufacturer ed in item 4 above and described on the reverse or attachments hereto							
ha	ave bee	at the repair and/or a in made in accordanc true and correct to th	e with	h the requirem	nents of Pa	uentific art 43 (ed in item 4 abov of the U.S. Federa	e and desc al Aviation	Regulations and the	e or attachments he at the information fu	rnished			
Date							Signature of Authorized Individual							
06-1	8-20	03					Anthony B	rewer	Mi	Thom/	Sec	ver		
						7. Ap	proval for Retur							
		ne authority given per of the Federal Aviation						s inspected		scribed by the				
		AA Fit Standards		Manufacture	r		Inspection Author	orization	C	Other (Specify)				
BY		AA Designee	X	Repair Statio	nc		Person Approve Canada Airworth							
Date of	Approva	al or Rejection		tificate or			Signature of Aut		ndividual	11 1				
06-18-2003 Designation No. V5SR217O			Anthony Brewer Michael Plewer											

8. Description of Work Accomplished (If more space is required, attach additional sheets. In	dentify with aircraft nationality	and registration ma	ark and date work completed.)	
(II More space is required, attach additional sheets. It	dentity with different nationality	and regionalien in	and date were compress = 1,	
Gulfstream Commander Model 690D	s/n -15018	N611	June 18, 2003	
Installed a Precise Flight Model 3060S instructions & procedures contained in	S Pulselite Control S Precise Flight, Inc.,	ystem in acc STC SA40	ordance with the 05NM.	
Unit was configured to pulse the existi	ng landing lights & ta	axi lights only	/.	
FAA Approved Flight Manual Supplem was inserted in the Pilots Operating Hanegligible. The Aircraft Equipment Lis	andbook. The weigl	nt change wa	as determined to be	02,
Instructions for Continued Airworthines No. 08076 Rev. C, dated 07-10-02. T				t
	*** END ***			
	Additional Sheets Are Attached			

Begartment of Transportation—Bederal Aviation Administration

Supplemental Type Certificate

Number SA4005NM

This certificate, issued to

Precise Flight, Inc. 63120 Powell Butte Rd. Bend, OR 97701

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part * of the * Regulations.

Original Product-Type Certificate Number:

*See attached FAA Approved Model List (AML)

No. SA4005NM for list of approved airplane models

and applicable airworthiness regulations

Description of the Type Design Change: Precise Flight Inc. Pulselite Control System manufactured in accordance with Precise Flight Engineering Drawing Lists 002P0000, Revision H, dated July 11, 2001, 010P0000, Revision F, dated March 13, 2002, 015P0000, Revision J, dated April 19, 2002, 020P0000, Revision M, dated September 6, 2002, 025P0000, Revision E, dated July 10, 2001, or later FAA approved revisions. <u>Installed</u> in accordance with the appropriate Precise Flight drawing, listed on Precise Flight Engineering Drawing List 001P0020, Revision A, dated July 10, 2002, and/or the Installation Manual listed on FAA AML No. SA4005NM, dated November 27, 2002, or later FAA approved revisions. Maintained in accordance with the appropriate Precise Flight Instructions for Continued Airworthiness found on Engineering Drawing List 001P0020, Revision A, dated July 10, 2002, or found in the appropriate Installation Manual listed on FAA AML SA4005NM, dated November 27, 2002, or later FAA approved revision.

NOTE: Approval for the physical installation of the Pulselite Control Unit will be required if there is no specific reference provided in Engineering Drawing List 001P0020, Revision A, dated July 10, 2002, or later FAA approved revision.

Limitations and Conditions: Approval of this change in type design applies to the model aircraft on the FAA approved AML SA4005NM only. This approval should not be extended to other aircraft of these models on which other previously approved modifications are incorporated unless it is determined by the installer that the relationship between this change and any of those other previously approved modifications, including changes in type design, will introduce no adverse effect upon the airworthiness of that aircraft. A copy of this Certificate, FAA approved AML No. SA4005NM, dated November 27, 2002, and the Airplane Flight Manual Supplement called out in FAA approved AML SA4005NM, or later FAA approved revision, must be maintained as part of the permanent records for the modified aircraft.

If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: Date of issuance:

July 21, 1984 August 19, 1988 Date reissued:

3/31/88; 5/4/89; 6/24/93; 6/22/00; Date amended:

6/4/01; 11/27/02



Acting Manager, Seattle Aircraft Certification Office

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U.S. Department
of Transportation
Federal Aviation
Administration

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9 FAR 43 Appendix	P and AC 42 0.4 (see b)
INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix and disposition of this form. This report is required by law (40.4.4.6.0.4.4.4.4.)	b, and AC 43.9-1 (or subsequent revision thereof) for instructions
and disposition of this form. This report is required by law (49 U.S.C. 1421).	Failure to report can regult in a civil negative at the
seach such violation (Scotion 001 Forders) Assisting Astronomy	1 dilate to report can result in a civil penalty not to exceed \$1,000
reach such violation (Section 901 Federal Aviation Act of 1958).	

	Make GUI	LFST	REAM AM (CORP	СОММ	DIV	Model 690D								
1. Aircraft	Serial No.							Nationality and Registration Mark							
		15018							N611						
2. Owner		Name (As shown on registration certificate) US DEPARTMENT OF THE INTERI						Address (As shown on registration certificate) 2350 WEST ROBINSON ROAD BOISE, ID 83705							
airworth describe person : SEI Date	a identified herein continues requirements ed aircraft, subject to authorized in FAR 43 Physics 12002 FAA Institute 1000 FAA In	and i conf B, Sect	s approved for to ormity inspection 43.7	he abov	e Lac	e E	Use Only								
	LAS FSDO		Charles W. S	orrens	4. Unit	ldentifi	cation	ı			5. Type	1			
Unit		Mak	•			Model			Serial No.		Repair	Alteration			
AIRFRAME			_~~~	~~~	~~~	(As described in Item 1 above)						XX			
POWERPLAN	ІТ														
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APPLIANCE	Туре				····										
	Manufacture	r													
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	ncan Avionics						U.S. Certifica	.S. Certificated Mechanic							
	East Tropicana e 128,	a Av	'e			-		oreign Certificated Mechanic JG0R164							
	e 128, Vegas, NV 89:	109				X		Certificated Repair Station R-1,2,3 L-I				L-ACC			
 D. I certify the have bee 	nat the repair and/or n made in accordan herein is true and c	altera	ui the requirem	ents of 1	Part 43 o	ed in iter of the U.S	Manufacturer n 4 above and o S. Federal Aviat	described ion Regu	d on the rever	rse or att hat the ir	tachments her	reto			
Date						Signat	ure of Authorize	_	_						
				····							Qualifie	d Inspector			
Pursuant to the	he authority given	pers	ons specified	below.	the uni	it identif	urn to Service ied in Item 4 v ROVED	vas insp	pected in the	e manne	er prescribed	d by the			
F	AA Fit. Standards		Manufacturer	on and			Authorization	REJEC	Other (Spe	ecify)					
	AA Designee	х	Repair Station				proved by Trans worthiness Gro								
	al or Rejection		Certificate or Designation N JG0RI		Sig		of Authorized In								
AA Form 3											Qualifiea	Inspector			

8. Description of Work Accomplished (If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)
Reference FAA field approved form 337 dated June 13, 2001 for the original installation of the RYAN model 9900B TCAD system.
Removed Ryan 9900B equipment: Ryan p/n 70-2400 TCAD Processor from FS 350 Ryan p/n 70-2500 TCAD Display from FS 68
Installed upgraded Ryan 9900BX equipment: Ryan p/n 70- 2420 TCAD Processor at FS 350 TSO# C-147 Class B Ryan p/n 70-2520 TCAD Display at FS 68 TSO#C-147 Class B
Basis of installation of the Ryan model 9900BX TCAD is a follow-on of STC # SA1763GL issued June 19,1992 and amended Sept 19, 2001.
Completed post installation tests in accordance with Ryan TCAD model 9900BX Installation Manual p/n 32-2351, revision 3, Section IV titled <u>Performance testing</u> .
Completed interference tests per AC 43.13-1B, Chapter 11, paragraphs 11-106 and 11-107, and found that the Ryan model 9900BX system does not adversely affect existing components or systems.
FAA Approved Airplane Flight Manual Supplement, dated 507 11, 2002 must be attached to the FAA Approved Airplane Flight Manual when aircraft is modified by the installation of Ryan model 9900BX TCAD system.
Revised aircraft equipment list.
Weight And Balance, and electrical load changes are negligible.
ENDEND
Additional Sheets Are Attached



U.S. Department of Transportation Federal Aviation Administration

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1000 for each such violation (Section 901 Federal Aviation Act of 1958)

4 Airoroft	Make Gul	fstream				Model	do= 000	D (M-4-100		
1. Aircraft	Serial No.	15018				Commander 690D (Model 900) Nationality and Registration Mark USA N611				
!	Name (As show	n on regi	istration certif	icate)		Address (As show	n on reg	istration certificate		
2. Owner	U.S. Departmen	nt of the	Interior			2350 West Robins Boise, ID 83705			,	
				3. For F	AA U	se Only				
		8	i ne data/ anne Applicable airw	orthinese room	herein	complies with the				
		,	OI THE WOOLE (188CFIDAG AIRCI	raft éubl	and so souls and				
		i	uchacilou ha a l	person authoriz	ed in 54	Section 43.7		,		
			ATE	CIONATUR		PUX-FSUO	····			
Unit		4. U	nit Identif	ication	_			5. Type		
	Make			Módel		Serial No.		Repair	Alteration	
Airframe	(As described in Item 1 above)						xx			
Powerplant								**************************************		
Propeller										
Appliance	Туре									
,	Mnfctr									
			6	. Conform	nitv S	tatement				
	ame and Address			ind of Age			C. C	ertificate No.		
Aero Air, LLC 2050 NE 25th Av	Onije			U.S. Cert	ificated	d Mechanic	1	Totallogio (10)		
Hillsboro, OR 97				Foreign C	ated Mechanic	1	O9IR003Y)9IR003Y		
;			х			pair Station	1			
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Regulations ar	cicio nave neeli l	naue ii	raccordan	ce with the	ווהמז כ	n item 4 above and d irements of Part 43 o correct to the best of	£ 4h - 1	10 = 1	erse or viation	
Date Jun										
٠. ﴿			7. App	proval for	Retu	n to Service	/			
Pursuant to the rescribed by t	e authority given p he Administrator o	ersons of the F	specified I	nelow the	unit id	lentified in item 4 was tion and isxAp	s inspe	ected in the ma		
FAA F	lt. Standards Inspector	. 1	Manufacturer	•		Inspection Authorization		Other (all 15)		
	esignee		Repair Station			Person Appr. by Transportaneous Granada Airworthiness G	ort	Other (specify)	-	
ate of Approval or	Rejection	Certifica	te or Designa O9(R003Y	tion No.	Signat	ure of Authorized Individua	1		116	
AA Form 337	1,2001				watth	ew M. Hill	the	w/11 74		
~~ 1.0HH 991						7				

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Avionics Alteration to Gulfstream Commander 690D S/N 15018, Dated 6-13-2001

1) Equipment removed:	ARM	WT
KING KNR-665A P/N 066-4006-02	350.0	9.62 lb
KING KTR-908 P/N 064-1023-00	382.5	3.5 lb
KING KCU-565A P/N 066-4005-05	83.0	3.87 lb
KING KDA-696 P/N 071-1074-00	350.0	7.2 lb
KING KFS-598 P/N 071-1215-35	70.0	0.5 lb
KING KVN-395 P/N 066-3022-07	69.0	3.1 lb
KING KPI-553A P/N 066-3045-19		
BENDIX/KING KLN-90 P/N 066-04031-0101	67.0	6.3 lb
BENDIX/KING KA-91 P/N 071-01545-0100	210.9	0.6 lb
2) Equipment installed:		
GARMIN GNS-530 P/N 011-00550-10	67.7	6.8 lb
KING KPI-552 P/N 066-3024-09		
BENDIX/KING KAS-297A P/N 065-0053-02		
RYAN 9900B TCAD Processor P/N 70-2400		
RYAN 9900B TCAD Display P/N 70-2500		
RYAN 9900B TCAD Top Antenna P/N S72-1750-31L		
RYAN 9900B TCAD Bottom Antenna P/N S72-1750-32L		
Qty. 2, RYAN 9900B TCAD Antenna Couplers P/N 70-2040		
MID-CONTINENT MD41-1468 Annunciation Control Unit		
GARMIN GA-56 P/N 010-10040-00	 210.9	0.3 lb

- 3) AC 43.13-1B/2A was used to determine that all acceptable methods, techniques, and practices were used in the alteration of the avionic systems. Basis for installation of the Garmin GNS-530 is, follow on to STC#SA00864WI using Installation Manual P/N: 190-00181-02 Rev. B. Basis for installation of the Ryan 9900B TCAD is, follow on to STC#SA00900NY using Ryan TCAD 9900 Series Installation Manual Rev. 4. TCAD antennas and GPS antenna installed per Aero Air Drawing, TCAD Antenna Installation on TC 690D, S/N 15018, Doc.#AEA.089-90, IR, Dated 3/01/01, data approved by 'Volant technica', DERT-635895-NM, Peter T. Pupator. Structural Substantiation on TCAD Antenna Installation on a TC 690D, S/N 15018, Doc.#VT-AEA089-25, IR, Dated 5/29/01, that approved on form 8110-3 by 'Volant technica', DERT-635895-NM, Peter T. Pupator. Modified aft pressure bulkhead per Drawing #01-2720 titled AFT PRESS BULKHD HOLE PENETRATION, IR, Dated 28FEB2001, for 690D S/N 15018 Only, data approved on form 8110-3 by GTEC INC., DERT-710098-SW, Fred P. Gatz.
- 4) Interfaced Ryan TCAD with Garmin GNS-530. Capped and stowed wiring not used in installation of King KPI-552, KAS-297A, removal of KNR-665A, KCU-565A, KDA-696, KVN-395, KFS-598. Changed circuit breaker panel to reflect installed equipment and required current protection of equipment. Klixon P/N 7277-5-5 5amp circuit breakers used for the COM 1 (now integral with Garmin GNS-530), and GPS (GNS-530). Klixon P/N 7277-5-3 used for the TCAD. COM 1, GPS, TCAD are the labels for these circuit breakers and they are wired to the # 1 Radio Bus. Wires used for the installed equipment are: M27500-22TG3T14, M27500-22TG2T14, M27500-20TG3T14, 22759/1676-9, 22759/16-16-9-16ga, 22759/16-18, and RGS142 NAT: jkt BRN.
- 5) Aircraft weighed and Weight & Balance Data revised in aircraft Pilot's Operating Handbook, Dated 6-/3-200/ Flight Manual Supplements for the Ryan 9900B TCAD and Garmin GNS-530 inserted in Pilot's Operating Handbook Dated 6-/3-200/
- 6) 750 hrs Flight Time: Inspect TCAD Top & Bottom doubler and rivets for general condition, replace as required. Inspect GPS antenna doubler and rivets for general condition, replace as required.

RYAN INTERNATIONAL CORPORATION

4800 EVANSWOOD DRIVE • COLUMBUS, OHIO 43229-6296 • 614/885-3303 • FAX 614/885-8307

Ryan TCAD Instructions for Continued Airworthiness P/N 32-2312 Rev 0 August 11, 1998

The Ryan TCAD uses self-test diagnostics to detect most malfunctions of the equipment. A thorough checkout of the system in accordance with the Installation Manual is required if there is a possibility that work on the aircraft could affect performance of the TCAD. Otherwise, a simple evaluation of the TCAD display of traffic in the local area is satisfactory for periodic inspections. If traffic on the TCAD reasonably correlates with aircraft in the traffic pattern, the requirements for continued airworthiness are met.

NOTE: A copy of this document should be provided to the Owner/Operator.

32-2312.doc

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U.S. Department of Transportation Federal Aviation Administration

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No.2120-0020	
For FAA Use Only	_
Office Identification	-

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subse

1. Aircraft	Make	lation (Section 901 Fede			Model				
	Gulfstream Am Corp Comm Div			690D					
	15018	Serial No. 15018 Nationality and Registration Mark USA, N611							
2. Owner		n on registration certificate) nent of the Interior				shown on regist		tificate)	
	ос воран	nem of the interior		į	2350 W. Boise ID,	Robinson F 83705	₹d.		
			3. F	or FAA Use Only	/				
		4. Unit Iden	tific	ation			<u></u>	5. 1	уре
Unit	М	ake		Model		Serial No.		Repair	Alteration
AIRFRAME		———— (As desc	cribe	d in item 1 above))				х
POWERPLANT									
PROPELLER									
·									
APPLIANCE	Туре								
	Manufacturer								
		6. (Conf	ormity Statemen	t				
A. Agency's Na	me and Address			B. Kind of Age	ncy		C. Ce	ertificate No.	·
Aero Air LLC 2050 NE 25th	ι Ανα		F	U.S. Certificated N			CRS	# 09IR003\	/
Hillsboro, OR	97124		5	Foreign Certificate Certificated Repai					
Airframe Clas	s I and III		F	Manufacturer	Station				
). I certify that the hereto have information for the hereto have information for the hereto have the hereto have the hereto had been also been the hereto had been th	the repair and/or a been made in acco urnished herein is	Iteration made to the unit ordance with the requiren true and correct to the be	t(s) io nents	dentified in item 4 s of Part 43 of the	above and d U.S. Federa	escribed on t I Aviation Re	he reve gulation	rse or attach	ments e
^{ate} une 14, 2001				ture of Authorized	Individual			D (
		7. Appro	oval	for Return To Se	rvice				Sutmann
Pursuant to the Adminis	the authority give strator of the Fede	n persons specified belo ral Aviation Administratio	w, th	e unit identified in d is 🗹 APPROVE	item 4 was	nspected in	the mar	ner prescribe	ed by
FAA F Inspec	it. Standards	Manufacturer		Inspection Aut		Other (Sp.			
	Designee X	Repair Station		Person Appoyed b Canada Airwort	y Transport ess Group				
ite of Approval	or Rejection	Certificate or Designation N	o.	Signa (re of		dividual			
ne 14, 2001	12_88\	CRS# 09IR003Y		excur	~			D C	utmann

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)
, , , , , , , , , , , , , , , , , , ,
Dromeller Unercede (CTC No. CA2200NISE)
Propeller Upgrade (STC No. SA2380NM)
Modified aircraft by replacing the original Dowty-Rotol propellers with <i>new</i> Hartzell Super Q-Tip Propellers in accordance with Aero Air LLC, STC No. SA2380NM "Installation of Two Hartzell Model HC-B3TN-5FL/LT10876-2Q Propellers", amended date 3-26-01. This installation is per Aero Air Inc. Installation Instructions Number AAE-400, Rev. A, dated March 23, 2001. The Supplement has been inserted in the Flight Manual. The equipment list has been updated. There is no weight and balance change for this modification.
Instructions for Continued Airworthiness:
Maintain propeller in accordance with Maintenance Manual Supplemet No. AAE-500, Rev. A, dated March 23, 2001.

Additional Sheets Are Attached

United States of America

Reportment of Transportation—Federal American Administration

Supplemental Type Certificate

Number SA2380NM

This certificate, issued to

Aero Air, LLC 2050 NE 25th Avenue Hillsboro, OR 97124

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 3 of the Civil Air Regulations.

Original Product-Type Certificate Number:

2A4

Make.

Twin Commander

Model:

690D, 695 and 695A

Description of the Type Design Change: Installation of two Hartzell Model HC-83TN-5(F,N)L/LT10876A(N)S(B)-2Q propellers on Twin Commander Model 695 or 695A airplanes equipped with two AiResearch Model TPE-331-10-501K or -511K turboprop engines, or on Twin Commander Model 690D airplanes with STC SA236CH incorporated, in accordance with an FAA approved copy of Aero Air, Inc., Installation Instructions Number AAI-400, Revision A, dated March 23, 2001, or later FAA approved revision.

Emitations and Conditions. Approval of this change in type design applies to the above model aircraft only. The aircraft models 695 and 695A must have been previously equipped with Cleveland Wheels and Brakes, Kit No. 199-80 in accordance with STC SA497GL. This approval should not be extended to other aircraft of these models on which other previously approved modifications are incorporated unless it is determined that the relationship between this change and any other previously approved modifications, including changes in type design, will introduce no adverse effect upon the airworthiness of that aircraft. The aircraft must be maintained in accordance with Aero Air document AAI-500, Revision A, dated March 23, 2001. A copy of this Certificate and FAA approved Pilot's Operating Handbook Supplement VT-AEA-01.037, Revision IR, dated February 6, 2001, or later FAA approved revision, must be maintained as part of the permanent records for the modified aircraft.

If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission. (See "Continuation Sheet." Page 3)

This certificate and the supporting data which is the basis for upproval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the

Federal Aviation Administration.

Date of upplication:

July 29, 1983

Date reisswood:

09/25/98

Date of issuance.

August 10, 1984

Date amended:

09/25/98; 03/26/01

TOMMANT HOLD TO

Acting Manager, Seattle Aircraft

Certification Office

(Title)

/(Signature)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

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Montes of America

Bepartment of Transportation—Federal Aniation Administration

Supplemental Type Certificate (Continuation Sheet)

Number SA2380NM

Aero Air, LLC

Amended: 9/25/98; 03/26/01

Proissused 9/25/98

Limitations and Conditions continued:

NOISE LEVEL

The noise level of the aircraft with these propellers is less than that of the original aircraft.

No determination has been made by the Federal Aviation Administration that the noise levels of these aircraft are, or should be, acceptable or unacceptable for operation at, into, or out of, any airport.

The above statement notwithstanding, the relative noise level of the modified aircraft has been verified by and approved by the Federal Aviation Administration in noise level tests.

-END-

Federal Aviation Administration

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form	Approved
	No.2120-0020

For FAA Use Only

D. Gutmann

Office Identification

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moudono and di	Print or type all entries. See FAR 43.9, FAR 43 Appendix B sposition of this form. This report is required by law (49 U.S. each such violation (Section 901 Federal Aviation Act of 195	C. 1421) Egilure to report con regulation a statution to
1. Aircraft	Make Gulfstream Am Com Comm Div	Model

exce	ructions an eed \$1,000	d disposition of for each sucl	of this h viol	s form. This repo ation (Section 90	rt is requi 1 Federal	ired Avi	by law (49 U.S. lation Act of 195	C. 14 8).	21). Fai	ure to report	can re	sult in a civil	penalty not
	Aircraft	Make	Make Gulfstream Am Corp Comm Div					Mod	iel 0D				
		Serial No. 15018						Nationality and Registration Mark USA, N611					
2.	Owner	Name (As US Dep		Address (As shown on registration certificate) 2350 W. Robinson Rd. Boise ID, 83705									
					3.	Fo	r FAA Use Only	,					
	: 1	The data ident he above des Date <u>6/14/200</u>	cribed	nerein complies wi d aircraft, subject to Inspector	o conform	lical ity ir	ble airworthiness respection by a pe	requi	authorize	and is approv d in FAR 43, I-FSDO-09	ed only Section	for 43.7.	
	· .	3		· · · · · · · · · · · · · · · · · · ·	7		n R. Clark						
****	Unit			/	it Identif	icat						5. T	уре
	1911K		Mia	ake		****	Model			Serial No.		Repair	Alteration
AIR	FRAME	_		(<i>,</i>	As descril	bed	in item 1 above))				х	х
POW	VERPLANT												
PRO	PELLER												
APPL	IANCE	Туре											
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	·.			····	6. Co	nfo	rmity Statemen	nt	·				
A. A	gency's Na	me and Addre	ess				B. Kind of Age	ency			C. Ce	rtificate No.	
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	boro, OR					X	Foreign Certificated Mechanic				-		
Airfr	ame Clas	s I and III				F	X Certificated Repair Station Manufacturer						
				iteration made to ordance with the r true and correct to			entified in item 4	abov U.S.	e and de Federal	escribed on t Aviation Re	he reve gulation	rse or attach s and that th	ments e
Date June	13, 2001				Sig	natu	ure of Authorized	d Indi	vidual		······································		
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1	Pursuant to the Adminis	the authority	give ede	n persons specific ral Aviation Admir						spected in	the mar	nner prescrib	ed by
BY	FAA F Inspec	n. Standards		Manufacturer			Inspection Aut			Other (Sp.		····	
		Designee	Х	Repair Station		\top	Person Appored I Canada Airyophir	by Tra	nsport				
ate of	f Approval	or Rejection		Certificate or Design	mation No	+	Toll III	Acal	noup	L			

CRS# 09IR003Y

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Twin Commander SB214 "Wing and Fuselage Fatigue Inspection and Modification"

Complied with Twin Commander SB214 "Wing and Fuselage Fatigue Inspection and Modification", Rev. 1, dated April 19, 2001. Performed "full compliance" as specified in Part I. Recurring inspections are due as per SB214, Part II, Table 1.

During the detailed structural inspection specified in SB214 the following defects were found and repaired: Forward pressure bulkhead cracks repaired by removing damaged areas and installing replacement webs and doublers per GTEC Inc.

Drawing No. 01-2745 "Forward Pressure Bulkhead Repair", dated 5-30-01; GTEC Inc. Drawing No. 01-2745-1 "Doubler Instl5.50 Drawing No. 01-2745 "Forward Pressure Bulkhead Repair", dated 5-30-01; GTEC Inc. Drawing No. 01-2745-2 "SB214 Fwd. Pressure Blkhd. Repair", dated 5-30-01 and GTEC Inc. Bulkhead", dated 5-30-01; GTEC Inc. Drawing No. 01-2745-3 "Blkhd. 5.50 Repair- W.L35.60, R.B.L. 2.25", dated 5-30-01. Repaired cracked door jamb by adding a doubler at F.S. 96.50, W.L53.40 per GTEC Inc., Drawing No. 01-2745-4 "Cabin Door Inboard Jamb Lwr. Aft Crack Repair", dated 5-30-01. These GTEC Inc. Drawings are approved on form 8110-3 provided by Fred Gatz, DERT-710098-SW, dated 5-30-01.
The following deviations to SB214 have been coordinated with Twin Commander and approved on form 8110-3 prepared by Fred Gatz, DERT-710098-SW: Material Discrepancy No. 0001, relocated left and right terminal blocks at F.S. 17 to fabricated angles rather than utilizing previous mount which would have inadequate edge distance. Material Discrepancy No. 0002, refabricated doubler P/N 300008-17 leaving additional material on doubler forward and upper ends to maintain adequate hole edge distance. Material Discrepancy No. 0003, replaced stiffener P/N 311087-1 with RE7 angle to accommodate specified rivet pattern. Material Discrepancy No. 0004, door jamb repaired per GTEC Inc Drawing No. 01-2745-4 referenced above.
Instructions for Continued Alrworthiness: No additional inspections beyond the scope of the Commander Inspection Program are required for the above repairs and deviations. The recurring inspections specified in SB214 are found in Part II, Table 2.

Additional Sheets Are Attached

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

STATEMENT OF COMP	STATEMENT OF COMPLIANCE WITH THE FEDERAL AVIATION REGULATIONS 30 MAY 2001									
	AIRCRAFT OR	AIRCRAFT C	OMPON	ENT IDENTIFICAT	TIONS					
MAKE	MODEL NO.	NAME OF	IE OF APPLICANT							
Twin Commander	690D	Airplane			Aero Air,	LLC.				
		LIST OF	DATA							
IDENTIFICATION	· · · · · · · · · · · · · · · · · · ·	· · · · · · · · · · · · · · · · · · ·		TITLE						
MATERIAL DISCREPANCY NO.	ASSY / INSTL NO).				APPRO	OVAL DATE			
0001	300005-503					30MA\	/2001			
0002	300008-509					30MA\	/2001			
0003	300005-505					30MA)	′2001			
0004	300006-509					30MA\	(2001			
330-4										
DRAWING NO.	DRAWING TITLE			REV. NO.	MODE	L NO.	SERIAL NO.			
01-2745	FWD PRESS. BL	KHD REPAII	₹	I/R 30MAY2001	690D		15018			
01-2745-1	DOUBLER INSTL	- 5.50 BLK	HD	I/R 30MAY2001	690D		15018			
01-2745-2	SB 214 FWD PRE BLKHD REPAIR	SSURE		I/R 30MAY2001	690D		15018			
01-2745-3	BLKHD 5.50 REP. WL -35.60, RBL 2			I/R 30MAY2001	690D		15018			
01-2745-4	CABIN DOOR INE			I/R 30MAY2001	690D		15018			
NOTES: 1) This data is in support of Aircraft Model 690D, Serial Number 15018. 2) Aircraft Total Time 8,468.7 Hours. PURPOSE OF DATA										
To structurally approve de		TWITT COTTI	laliuci	Alician Corpo			110. 214.			
APPLICABLE REQUIREMENTS	(List specific sections)									
CAM 3.171 CAM 3 CAM 3.172 CAM 3 CAM 3.173 CAM 3 CAM 3.174 CAM 3	3.291 CAM 3. 3.292 CAM 3.	295 301								
CERTIFICATION - Under auth	ority vested by direction	of the Adminis	trator an	d in accordance w	ith condition	ons and limitatio	ns of appointment			
under Part 183 of the Federal Av	riation Regulations, data l	isted above an	d on atta	ched sheets numb	ered		have been			
examined in accordance with es	tablished procedures and	found to comp	ly with a	pplicable requirer	nents of the	Federal Aviatio	n Regulations.			
I (We) Therefore	ecommend approval of these oprove these data						-			
SIGNATURE(S) OF DESIGNATED		ENTATIVE(S)	DESIG	NATION NUMBER	(S)	CLASSIFICA	TION(S)			
Ind Dat	7	. ,		RT-710098-SW	STRUCTI Ref. FAA					
Fred P. Gatz	D				B4, C4, D)4, E4, F4, K4, L4, M4,	A3, B3, C3, D3, E3, A4, N4, O4, A6, E6, F6, M6,			
				<u></u>	09, 110, J FARs 23,	A7, H8, A9, B9, C9, D9 J10, L11, M11; - 25; A1, A4, A9; FARs & Alterations)	, E9, F9, K9, L9, M9, N9, 27, 29; Area P			

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U.S Department of Transportation
Federal Aviation

Form Approv OMB No. 21		
	For FAA Use Only	
Office Identif	Ication	

U.S Department o	1		MAJOR I	REPA	VIR	AND ALTERAT	TION		OMB No. 2120-00	20		
Transportation Federal Aviation		Airfra	ame, Pow	erpla	ınt	, Propeller, or	Appliance)		ı	or FAA Use On	у	
Administration							,		Office Identification	'n		
	CTIONS: Print or type a sition of this form. The such violation (Section				pen . 142	dix B, and AC 43.9-1 (or subs 21). Failure to report can resu	equent revision the alt in a civil penalty r	reof) for	or instructions exceed \$1,000			
4	Make TWIN COM	MAND	ER			Model 690D						
1. Aircraft	Serial No. 15018						Nationality and Registration Mark N-611					
2. Owner	Name (As sho U.S. DEPA	wn on reg RTMEN	e) ITERIO	R	2350	es (As shown on reg WEST ROBIN E, ID 83705	istratii SON	on certificate) I ROAD	-			
						3. For FAA Use Only						
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11-14						4. Unit identification				6. Type	т	
Unit		Make				Model		Seria	l No.	Repair	Alteration	
AIRFRAME	(As described in Item 1 above)											
POWERPLAN'	r											
PROPELLER												
PPLIANCE	Туре											
	Manufacturer											
						6. Conformity Statement						
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us/ve be	hat the repair and/or alt en made in accordance true and correct to the	e with the	requirements of F	identified Part 43 of	in ite	em 4 above and described on J.S. Federal Aviation Regulat	the reverse or attactions and that the inf	hmen	ts hereto tion furnished			
oate NOVEMBEF	R 9, 1998					Signature of Authorized Indi	vidual D u	~				
						Approval for Return to Serv						
	ne authority given person of the Federal Aviation			it identifie APP		item 4 was inspected in the r	nanner prescribed b	y the				
BY L	FAA Fit Standards Inspector		Manufacturer			Inspection Authorization		Othe	er (Specify)			
	FAA Designee	×	Repair Station			Person Approved by Transp Canada Airworthiness Grou						
ate of Approva IOVEMBER		Desig	icate or Ination No. CR311D			Signature of Authorized India Our M.		~_				

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

B. Description of	of Work Accomplished	more and date work completed)
(If more space	ce is required, attach additional sheets. Identify with aircraft nationality and registration	mark and date work competed.)
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254K, SN P-404 (LH) and P99295 supplement SA2	IAW STC SA236CH. Installed Custom Kit PN CK148-2 IAW installation instructions F i30 and L/H Eng. TPE331-5-254K, SN P-40429. Installed 0.0 TSO Allied Signal engine 5C (RH); Completed electrical wiring instructions per 94E00444100 electrical installatio 236CH-AFMS-D. Flight test performed IAW report 10-601. Revised Weight and Balance er Maintenance Manual unless otherwise noted. END	on instructions. Installed flight manual
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. 6 	Additional Sheets Are Attached	

Hosted States of America

Department of Transportation—Wederal Aviation Administration

Supplemental Type Certificate

Number SA236CH

This certificate, issued to

Twin Commander Aircraft Corporation

certifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 3 of the Civil Air

Regulations See Type Certificate Data Sheet No. 2A4 for complete certification basis.

Original Product—Type Certificate Number:

Make: Twin Commander

Model.

690A, 690B, 690C, and 690D

Description of the Type Design Change: Installation of AlliedSignal, Inc., (Garrett) TPE331-10T series engines (-512K, -515K, or -516K in the 690A and 690B; -511K or -513K in the 690C and 690D) and related changes in accordance with Eagle Creek Drawing List, 94-ECDL1, Revision J, dated September 29, 1994, or later FAA Approved revision, and Eagle Creek Installation Instructions, 94-ECD-1, Revision F, dated September 29, 1994, or later FAA Approved revision.

Limitations and Conditions: Airplane Flight Manual Supplement 18, dated February 22, 1995, or later FAA Approved revision is required for the Model 690A. Pilot's Operating Handbook Supplement 17, 33 and 36, dated February 22, 1995, or later FAA Approved revisions are required for the Models 690B, 690C and 690D respectively. This approval should not be extended to other aircraft of these models on which other previously approved modifications are incorporated unless it is determined by the installer that the interrelationship between this change and any of those other previously approved modifications will introduce no adverse effect upon the airworthiness of that aircraft.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: Date of issuance:

October 28, 1993

August 4, 1994

Date reissued: October 8, 1994

By direction of the Administra

Date amended: September 8, 1994

October 3; 1994, February 22, 1995

(Signature)

Acting Manager, Seattle

Aircraft Certification Office

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

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US Department of Transportation Federal Aviation Administration

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

orm	Appr	oved	
OME	No.	2120-	-0020

For FAA Use Only

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Appendix B, and AC 43.9-1 (or subsequent revision thereof) for instructions and disposition of this form. This report is required by law (49 U.S.C. 1421). Failure to report can result in a civil penalty not to exceed \$1,000 for each such violation (Section 901 Federal Aviation Act of 1958).

for each s	Make	tion 901 Federal Avia	IIION ACTO	1 1930).	Model					
	ROCKWEI	LL/CDR			900/690D					
. Aircraft	Serial No. 15018				Nationality and Registra N611	ation Mark				
	ł .	wn on registration ce	ertificate)	Address (As shown on registration certificate)						
. Owner	DEPT OF	THE INTERS		FFICE OF	P.O. BOX 154 BOISE, ID 83	128 3715				
			3	. For FAA Use O	nly					
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			4	I. Unit Identificat	ion		5. Type	T		
Unit		Make		Model	Seria	l No.	Repair	Alteration		
AIRFRAME	•••		(As descri	bed in Item 1 abo	ve)			X		
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PROPELLER										
	Туре						ļ			
APPLIANCE	Manufacturer		-							
			6.	Conformity State	ement					
A. Agency	's Name and Addre	ess		B. Kind of Agend	Sy		tificate No.			
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P.O.	BOX 2602	7	-		icated Mechanic		R568K	.		
OKL	AHOMA CITY	, OK 73126	-	X Certificated R	epair Station	CLA	SS I, I	1, 111		
			<u></u>	Manufacturer		,	Mark			
have	been made in acco	nd/or alteration made ordance with the requ and correct to the be	iirements (of Part 43 of the U	em 4 above and described J.S. Federal Aviation Regi	on the revers	that the infor	mation		
Date				Korell	GRAY, AVIONICS	ראומייי אד ד איי	TON THE	マクマへつ		
10 /	23/97					INSTAULAI	TON INSE	ECTOR		
Pursuant	t to the authority	given persons speci al Aviation Administr	fied below	the unit identifies	ed in item 4 was inspect	ted in the ma	ınner prescri	bed by the		
	FAA Fit. Standards Inspector	Manufacturer		Inspection Author	Other (Spe	ecify)				
ВҮ	FAA Designee	X Repair Station		Person Approved Canada Airworthi	ness Group	//				
	proval or Rejection	Certificate or Designation No VR1R568	o.	/ 1 / may	porized Individual KIRKPATRICK, AVI	ONTCS SE	DVICE SII	PERVISOR		

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished

(If more space is required, attach additional sheets, Identify with aircraft nationality and registration mark and date work completed.)

MFG:GULF/CDR MODEL: 690D/900 S/N: 15018 REG:N611 PG 1 OF 2

REMOVED THE FOLLOWING EQUIPMENT:

- 1) BENDIX RDR-1100 RADAR RT WT 14.2 LBS AT ARM 41.5.
- 2) BENDIX RDR-1100 RADAR ANTENNA WT 18.0 LBS AT ARM 10.0.
- 3) BENDIX RDR 1100 RADAR INDICATOR WT 6.8 LBS AT ARM 67.5.

INSTALLED THE FOLLOWING EQUIPMENT:

ALLIED SIGNAL RDR-2000 RADAR SYSTEM, UNITS AS FOLLOWS:

- 1) ART-2000 RADAR RT/ANTENNA P/N 071-01519-0101, WT 16.8 LBS AT ARM 10.0, ON THE NOSE RADAR BULKHEAD WHERE THE OLD RADAR ANTENNA WAS LOCATED.
- 2) IN-182A RADAR INDICATOR, P/N 066-3084-32, WT 8.9 LBS AT ARM 67.5 IN THE CENTER INST. PANEL WHERE THE OLD RADAR INDICATOR WAS LOCATED.

REF. DTA DWG 5-067F FOR WIRING DETAILS.

SYSTEMS WERE INSTALLED IN ACCORDANCE WITH THE MANUFACTURERS INSTALLATION MANUALS, MANUAL P/N'S AND REVISIONS ARE LISTED ON THE ABOVE REFERENCED DWG #.

COMPONENT AND SYSTEM INSTALLATION OF THE EQUIPMENT WAS ACCOMPLISHED IN ACCORDANCE WITH AC 43.13-2A, CHAPTERS 1 & 2.

AIRCRAFT STRUCTURAL AND METAL WORK WAS ACCOMPLISHED IN ACCORDANCE WITH AC 43.13-2A, CHAPTER 1 AND AC 43.13-1A, CHAPTER 2, SECT 3.

AIRCRAFT HARDWARE USED IN THIS INSTALLATION IS IN ACCORDANCE WITH AC 43.13-1A, CHAPTER 5, SECTION 1.

ALL AIRCRAFT WIRING WAS SELECTED AND INSTALLED IN COMPLIANCE WITH AC 43.13-1A CHAPTER 11 AND AC 43.13-2A CHAPTER 2, PARAGRAPH 27.

ELECTRICAL LOAD, CIRCUIT PROTECTION AND WIRING HARNESS INSTALLATION WAS ACCOMPLISHED IN ACCORDANCE WITH AC 43.13-1A, CHAPTER 11, SECTIONS, 2,3,4,5 & 7.

A FUNCTIONAL TEST AND VFR FLIGHT CHECK OF THE SYSTEM WAS PERFORMED IN ACCORDANCE WITH FAR 23.1431, ALL TESTS WERE FOUND SATISFACTORY. ALL AIRCRAFT SYSTEMS WERE OPERATED AND IT WAS DETERMINED THAT THERE IS NO ADVERSE EMI/RF INTERFERENCE TO OR FROM THIS INSTALLATION.

FOR OPERATION OF THE ABOVE EQUIPMENT REF BENDIX/KING RDS 2000 PILOT'S GUIDE. THIS MANUAL WAS PLACED IN THE AIRCRAFT.

☐ Additional Sheets Are Attached

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

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DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

FOR FAA USE ONLY

OFFICE IDENTIFICATION

INS for	TRUC	TIONS: Print o	r type all entries. S sition of this form.	ee FA	R 43.	9, FAR 43 Appen	idix B, ar	nd AC 43.9-1 (or	subsequen	revision (thereof)	
1. All	RCRAFT	Aero Cor SERIAL NO.	mmander					90D			11	
		15018				ľ		.S.A. N611	TRATION M	IARK		
		NAME (As sho	wn on registration cer	tificate)	-	ADDRESS	(As shown on regi	stration certificate)			
2. OV	VNER	Dept. of	f the Interior	off	office P.O. Box 15428					10°		
		l of Airci	raft Service		3 6	OR FAA USE ONLY	Po-	ise, Idaho 8		1000	300	
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P.0	. Box	11568			_	CERTIFICATED REPA	IR STATION	1	AP 17	13596		
		h 84147				MANUFACTURER		7				
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Pursui	ant to t	he authority give rator of the Federator	ven persons pecified eral Aviation Admini	helon	the	FOR RETURN TO S	. i	was inspected in REJECTED	the manner	prescribe	d by	
SY _		LT. STANDARDS	MANUFACTURER	XX	INSP	ECTION AUTHORIZATION		OTHER (Specify)	- 4			
		DESIGNEE	REPAIR STATION		CANADIAN DEPARTMENT OF TRANSPORT INSPECTOR OF AIRCRAFT				- 14		-1	
EJECTIO		7/94	CERTIFICATE OR DESIGNATION NO AP529989623		SIGI	NATURE OF AUT	HORIZED	INDIVIDUAL			1	

NOLICE

Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the

Flight Manual Supplement inserted Weight and balance amended AS-1313-AA hork performed I/A/W applicable practices defined in AC 4313-AA Drawing List DL 91-95 Revision A dated Nov. 1, 1991. components from the aircraft in accordance with Gulfstream Aerospace Technologies imesRemoved main landing gear AFT wheel well doors and related hydraulic actuating Supplemental Type Certificate SA8214SW craft nationality and registration mark and date work completed.) 8. DESCRIPTION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with airapplicable airworthiness requirements.

☐ ADDITIONAL SHEETS ARE ATTACHED

United States of America

Department of Transportation — Federal Aviation Administration

Supplemental Type Certificate

Number SA8214SW

This certificate, issued to Gulfstream Aerospace Corp. P. O. Box 22500 Oklahoma City, OK 73123

cortifies that the change in the type design for the following product with the limitations and conditions

therefor as specified hereon meets the towerthiness requirements of Part 3 of the CAR

Regulations.

Original Product - Type Certificator Sumber: 2A4

Make: GULFSTREAM

Model: 690, 690A, 690B, 690C, 690D, 695, 695A,

Description of Type Design Change:

Remove the main landing gear art wheel well doors and related hydraulic actuating components from the aircraft in accordance with Gulfstream Aerospace Technologies Drawing List DL 91-95, Revision A, dated November 1, 1991.

Limitations and Conditions: Compatibility of this modification with previous installed equipment must be determined by installer.

This certificate and the supporting data which is the basis for approval shall remain in effect until s rendered, suspended, rovoked, or a termination date is otherwise established by the Administrator of the

Federal Aviation Administration

Date of application: May 24, 1991

Sale reissued:

Date of issuance:

February 25, 1992

Sale umended :



Michele Owsley, Manager Airplane Certification Office

By direction of the Administrate

(Title)

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.



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partment spondtion and Aviation

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

Form Approved OMB No. 2120-0020

For FAA Use Only

Office Identification

INSTRUCTIONS: Print or type all entries. See FAR 43.9, FAR 43 Apper and disposition of this form. This report is required by law (49 U.S.C. 1 for each such violation (Section 901 Federal Aviation Act of 1958).	46 H. Fallufe in fenori can result in a qual paperio a per la constant de la cons
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Weight and balance or operating limitation changes shall be entered in the appropriate aircraft record. An alteration must be compatible with all previous alterations to assure continued conformity with the applicable airworthiness requirements.

8. Description of Work Accomplished
(If more space is required, attach additional sheets. Identify with aircraft nationality and registration mark and date work completed.)

Removed from the aircraft the following units: King KFS586 ADF #2 control, KDF806 ADF #2 receiver, KA44B ADF #2 antenna, Wulfsberg RT-19 flitefone 40 transceiver, C119 cockpit control. Installed in the aircraft a Bendix King KLN90 GPS system. Installed receiver in center radio panel at F.S. 80.0 in the space vacated by the ADF control. Installed the Bendix King KA91 GPS antenna on cabin roof at F.S. 212.0 in same location as removed ADF antenna using existing doubler. Removed paint and aladined skin under antenna and installed antenna using supplied gasket and screws. Interfaced system to H.S.I. system through RSH21 remote relay 1 prated at 370.0 in rear avionics bay. System has been operational checked and performs to manufacturer's specifications. Logbooks, equipment list and weight and balance amended. "GPS TO BE USED FOR VFR CNLY" placard installed on instrument panel. Wiring is MIL-W-22759, power is supplied by the avionics buss. The above installation was installed in accordance with: 3C43.13-1A change 3 chapter 11, sections 1.2.3 and 7, chapter 15, sections 1.2 and 5. AC43.13-2A change 2, chapter, 2. sections 21.22.23.24. and 27. chapter 3. paragraph 44. Bendix King KLN90 installation manual 006-00600-0001 Rev. 1. September 1992. FAR 23, subpart F.

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance

Form Approved Budget Bureau No. 04-R060.1

FOR FAA USE ONLY

INSTRU	TIONS n=		Propeller, or Appl	iance)		OFFICE IDEN	TIFICATION	1
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United States of America

Department of Transportation—Federal Aviation Administration

Supplemental Type Certificate

Number SA4583SW

This certificate, issued to Parker Hannifin Corporation 7515 Lemmon Avenue, Hangar L Dallas, Texas 75209

cortifies that the change in the type design for the following product with the limitations and conditions therefor as specified hereon meets the airworthiness requirements of Part 3 of the Civil Air Regulations.

Original Product - Type Certificate Number: 2A4

Make: Gulfstream American

Model 680FL(P), 680T, 680V, 680W, 681, 685, 690, 690A, 690B, 690C, 695, and 695A and 690D

Description of Type Design Change:

Installation of Freon Air Conditioning System according to Drawing List DL 81-27, Rev. A dated 1/15/82, or later FAA approved revision.

Limitations and Conditions:

FAA Approved Supplement to Pilot's Operating Handbook and/or FAA Approved Airplane Flight Manual dated May 21, 1982, is required.

Compatibility of this modification with other previously approved modifications must be determined by the installer.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: October 12, 1981

Date reissued: September 27, 1984

Date of issuance: January 15, 1982

Date amended: 5/21/82; 9/10/82

By direction of the Administrator

Don P. Watson (Signature)

Manager, Aircraft Certification Division

(Title)

Southwest Region

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

This certificate may be transferred in accordance with FAR 21.47.

I.

DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

MAJOR REPAIR AND ALTERATION (Airframe, Powerplant, Propeller, or Appliance)

1/13/89

FAA Form 337 (7-67)

S03-17

Form Appr Budget Bur		lo. 04	- R 060.1	
FOR	FAA	USE	ONLY	_

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TION OF WORK ACCOMPLISHED (If more space is required, attach additional sheets. Identify with air- nationality and registration mark and date work completed.)	DESCRIP oraft
ocation required to facilitate installation of Parker Hannifin freon Conditioning STC SA 4583SW as recommended by Parker Hannifin.	Rel Air
ocated top aft avionics shelf plus installed equipment from station .5" of Datum.	Б е 7 В
shelf Ref: GAC drawing # 831104-509 attached to existing top forward the mounts Ref: GAC drawing # 831066-513. No changes made to the ginal equipment mounting racks or equipment.	∋ųs
nted equipment consists of: lea. KUR665A lea. KUR634 lea. KAC325 lea. KCP 320	NOM.
changes made to wiring with the exception of relocating shelf grounding. .nts and coil/stow of excess wiring.	oM tog

No change of electrical load.

Weight and Balance recomputed and Flight Manual amended.

All work performed I/A/W applicable practices defined in AC43-13-1A or

LHE END AC43-12-2A.

ADDITIONAL SHEETS ARE ATTACHED	